Gen. Bage ... ce, S.F. Co.
OCT 2 1894
San Francisco, Cal.

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. ~~3~~ 4

12/24/1894

FOR THE

Oakland, Alameda AND Berkeley Branches

OF THE

WESTERN DIVISION.

TO TAKE EFFECT TUESDAY, NOV. 14, 1893, AT 4.00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. D. WILDER,
Div. Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

J. H. THOMPSON,
Asst. Div. Superintendent.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

FROM SAN FRANCISCO.

			35 Daily.	33 Daily.	31 Daily.	29 Daily.	27 Daily.	25 Daily. Foot-note.	23 Sunday Only.	21 Daily.	19 Daily.	17 Daily.	15 Daily.	13 Daily.	11 Sunday Only.	9 Daily.	7 Daily.	5 Daily, Ex. Sun.	3 Daily.	1 Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 3, November 14, 1893.	
.....	.....	.....	Noon LV 12.00 P M	A M LV 11.30	A M LV 11.00	A M LV 10.30	A M LV 10.00	A M LV 9.30	.....	A M LV 9.00	A M LV 8.30	A M LV 8.00	A M LV 7.30	A M LV 7.00	.....	A M LV 6.30	.....	A M LV 6.00	.....	.....	0.00	....San Francisco..	Steamer.
.....	.....	.....	12.18	11.48	11.18	10.48	10.18	9.48	.....	9.18	8.48	8.18	7.48	7.18	.....	6.48	.....	6.18	.....	.....	4.50	....Oakland Pier.....	
.....	.....	.....	12.22	11.52 P M	11.22	10.52	10.22	9.52	.....	9.22	8.52	8.22	7.52	7.22	.....	6.52	.....	6.22	.....	.....	4.50	....Oakland Pier.	Via Seventh Street.
.....	.....	.....	12.36	12.06	11.36	11.06	10.36	10.06	.....	9.36	9.06	8.36	8.06	7.36	.....	7.06	.....	6.36	.....	.....	7.70	3.20 ....Broadway.....	
.....	.....	.....	12.43	12.13	11.43	11.13	10.43	10.13	A M LV 9.08	9.43	9.13	8.43	8.13	7.43	A M LV 6.45	7.13	A M LV 6.15	6.43	A M LV 5.45	A M LV 5.15	9.35	1.65 ....East Oakland.....	
.....	.....	.....	12.50	12.20	11.50	11.20	10.50	Foot-note 10.20	9.15	9.50	9.20	8.50	8.20	7.50	6.50	7.20	6.20	6.50	5.50	5.20	10.72	1.37 ....Fruitvale.....	
			P M AR	P M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR			
.....	.....	.....	1	3	2	1	3	2		1	3	2	1	3		2	3	1	7	8	.....	Engine Crews	Week-day run.
.....	.....	....	1	2	3	1	2	3		1	2	3	1	2		3	2	1	7	8	.....	Train Crews..	
.....	.....	.....	1	3	2	1	3	2	7	1	3	2	1	3	1	2	3		8		.....	Engine Crews	Sunday run.
.....	.....	.....	1	2	3	1	2	3	7	1	2	3	1	2	1	3	2		8		.....	Train Crews..	

FOOT-NOTE.—Train No. 25 will have right of track to Fruitvale against Train No. 22 until 10.30 A. M.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour, and passing any station on the Seventh Street line, including Twenty-third Avenue, unless the train shall stop at said station, the speed is limited to eight miles per hour through the block in which the station is situated, and the speed of all trains is limited to twelve miles per hour between the **westerly** line of Washington Street and the **easterly** line of Franklin Street.

Between Bay Street and the stop or start at **West Oakland** the time used must not be less than ..... 38 sec.

From the start to stop, **between West Oakland and Center Street**, the time used must not be less than ..... 1 min. 43 sec.

From the start to stop, **between Center Street and Adeline Street**, the time used must not be less than ..... 1 min. 22 sec.

From the start to stop, **between Adeline Street and Market Street**, the time used must not be less than ..... 1 min. 10 sec.

From the start to stop, **between Market Street and Broadway**, the time used must not be less than..... 1 min. 45 sec.

From the start to stop, **between Broadway and Oak Street**, the time used must not be less than ..... 1 min. 56 sec.

This is the shortest allowance of time moving between above stations that can be used in compliance with the ordinance, and it does not include dead time standing at stations.

Between **Oakland Pier and Bay Street and Fallon Street and Fruitvale** the track is **NOT through any public street**, and the speed will need to be as great as is practicable, care being taken to slow down to twenty-two miles an hour going over the crossing at the water tank at East Oakland and crossing Park Avenue at Twenty-third Avenue station.

Under the provisions of an amended city ordinance trains in Seventh Street must not meet between a point **one hundred feet west** of the **westerly** line of Washington Street and **one hundred feet east** of the **easterly** line of Broadway. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary for one train to pass by another within these limits, only one train may be moved at a time.

Under the provisions of a city ordinance flagmen have been placed at Webster, Franklin, Broadway, Washington and Market Streets, and Park or Twenty-third Avenue. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flagman's signal cannot be seen trains must run with greater care.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — ——— —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

TIME TABLE No. 3, November 14, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.	2 — Daily, Ex. Sun.	4 — Daily.	6 — Daily.	8 — Daily.	10 — Daily.	12 — Daily.	14 — Daily.	16 — Daily.	18 — Daily.	20 — Daily.	22 — Daily, Ex. Sun. Foot note.	24 — Daily.	26 — Daily.	28 — Daily.	30 — Daily.
....San Francisco ..... Steamer. 4.50	10.72	A M AR 6.15	A M AR 6.45	A M AR 7.15	A M AR 7.45	A M AR 8.15	A M AR 8.45	A M AR 9.15	A M AR 9.45	A M AR 10.15	A M AR 10.45	.....	A M AR 11.15	A M AR 11.45	P M AR 12.15	P M AR 12.45
....Oakland Pier.....	6.22	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	.....	10.55	11.25	P M 11.55	12.25
....Oakland Pier ..... Via Seventh Street. 3.20	6.22	5.52	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	.....	10.52	11.22	11.52	12.22
....Broadway 1.65	3.02	5.38	6.08	6.38	7.08	7.38	8.08	8.38	9.08	9.38	10 08	.....	10.38	11.08	11.38	12.08
....East Oakland 1.37	1.37	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	A M AR 10.26	10.30	11.00	11.30	P M 12.00
....Fruitvale	0.00	.....	.....	6.24	6.54	7.24	7.54	8.24	8.54	9.24	9.54	Foot note. 10.20	10.24	10.54	11.24	NOON 11.54
		A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV
Week-day run. { Engine Crews .	....	1	2	3	1	2	3	1	2	3	1	8	2	3	1	2
Week-day run. { Train Crews...	....	1	3	2	1	3	2	1	3	2	1	8	3	2	1	3
Sunday run.. { Engine Crews .	....		2	3	1	2	3	1	2	3	1		2	3	1	2
Sunday run.. { Train Crews...	....		3	2	1	3	2	1	3	2	1		3	2	1	3

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Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — ——— —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

FROM SAN FRANCISCO.

77	75	73	71	69	67	65	63	61	59	57	55	53	51	49	47	45	43	41	39	37	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 3, November 14, 1893.	
Daily. Foot-note.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily. Foot-note.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
A M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV			
12.15	11.15	.....	10.05	9.00	8.00	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	.....	3.00	2.30	2.00	1.30	1.00	12.30	*0.00*	....San Francisco	Steamer.
																						4.50	
12.33	11.33	.....	10.23	9.18	8.18	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	.....	3.18	2.48	2.18	1 48	1.18	12.48	*4.50*	....Oakland Pier.....	
		P M LV																					
12.37	11.37	10.34	10.27	9.22	8.22	7.22	6.52	6.22	5.52	5.22	4.52	4.22	3.52	.....	3.22	2.52	2.22	1.52	1.22	12.52	*4.50*	....Oakland Pier.....	Via Seventh Street.
																						3.20	
12.51	11.51	10.49	10.41	9.36	8.36	7.36	7.06	6.36	6.06	5.36	5.06	4.36	4.06	.....	3.36	3.06	2.36	2.06	1.36	1.06	*7.70*	....Broadway	
														P M LV								1.65	
12.58	11.58	10.55	10.48	9.43	8.43	7.43	7.13	6.43	6.13	5.43	5.13	4.43	4.13	3.08	3.43	3.13	2.43	2.13	1.43	1.13	*9.35*	....East Oakland	
	A M																					1.37	
Foot-note **1.05**	12.05	11.00	10.55	9.50	8.50	7.50	7.20	6.50	6.20	5.50	5.20	4.50	4.20	3.15	3.50	3.20	2.50	2.20	1.50	1.20	*10.72*	....Fruitvale	
A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR			
6	6	6	5	6	5	6	4	5	6	4	5	6	4	8	5	3	4	1	3	2	....	Engine Crews	Week-day run.
5	5		5	4	5	4	3	5	4	3	5	4	3	8	1	2	3	1	2	3	....	Train Crews..	
6	6	6	5	6	5	6	4	5	6	4	5	6	4		5	3	4	1	3	2	....	Engine Crews	Sunday run.
5	5		5	4	5	4	3	5	4	3	5	4	3		1	2	3	1	2	3	....	Train Crews ..	

FOOT-NOTE.—Train No. 65 will have right of track to Fruitvale against train No. 64 until 8.00 p. m.

FOOT-NOTE.—Train No. 77 will have right of track to Fruitvale against train No. 76 until 1.15 a. m.

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WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

TIME TABLE No. 3, November 14, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.	32 Daily.	34 Daily.	36 Daily.	38 Daily.	40 Daily.	42 Daily.	44 Daily.	46 Daily.	48 Daily.	50 Daily.	52 Daily.	54 Daily.	56 Daily.	58 Daily.	60 Daily.	62 Daily.	64 Daily. Foot note.	66 Daily.	68 Daily.	70 Daily.	72 Daily.
San Francisco ..... Steamer. 4.50	10.72	P M AR 1.15	P M AR 1.45	P M AR 2.15	P M AR 2.45	P M AR 3.15	P M AR 3.45	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	.....	P M AR 8.45	.....	P M AR 9.45	P M AR 10.50	MIDN. AR 12.00	.....
Oakland Pier	6.22	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	.....	8.25	.....	9.25	10.30	MIDN. 11.40	.....
Oakland Pier ..... Via Seventh Street. 3.20	6.22	12.52	1.22	1.52	2.22	2.52	3.22	3.52	4.22	4.52	5.22	5.52	6.22	6.52	7.22	.....	8.22	.....	9.22	10.22	11.33	No Cars, Engine only. .....
Broadway 1.65	3.02	12.38	1.08	1.38	2.08	2.38	3.08	3.38	4.08	4.38	5.08	5.38	6.08	6.38	7.08	.....	8.08	.....	9.08	10.08	11.18	.....
East Oakland 1.37	1.37	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	P M AR 7.30	8.00	P M AR 8.05	9.00	10.00	11.10	PM AR 11.15
Fruitvale	0.00	12.24	12.54	1.24	1.54	2.24	2.54	3.24	3.54	4.24	4.54	5.24	5.54	6.24	6.54	7.24	**7.54**	{Foot note. **7.54**	8.54	9.54	11.04	11.10
		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV
Week-day run { Engine Crews.	....	3	1	4	3	5	4	6	5	4	6	5	4	6	5	4	6	8	5	6	6	5
Week-day run { Train Crews...	....	2	1	3	2	1	3	4	5	3	4	5	3	4	5	3	4	8	5	4	5	
Sunday run .. { Engine Crews.	....	3	1	4	3	5	4	6	5	4	6	5	4	6	5	4	6	8	5	6	6	5
Sunday run .. { Train Crews...	....	2	1	3	2	1	3	4	5	3	4	5	3	4	5	3	4	8	5	4	5	

	DISTANCE FROM FRUITVALE.	74 Daily.	76 Daily. Foot-note.	78 Daily.
San Francisco ..... Steamer. 4.50	10.72	.....	.....	.....
Oakland Pier	6.22	.....	.....	.....
Oakland Pier ..... Via Seventh Street. 3.20	6.22	A M AR No Cars, Engine only 12.34	.....	.....
Broadway 1.65	3.02	.....	.....	.....
East Oakland 1.37	1.37	12.14	A M AR 1.11	A M AR 1.16
Fruitvale	0.00	12.09	{Foot-note **1.05**	1.10
		A M LV	A M LV	A M LV
Week-day run { Engine Crews..	....	6	10	6
Week-day run { Train Crews...	....	5	10	5
Sunday run.. { Engine Crews..	....	6	10	6
Sunday run.. { Train Crews...	....	5	10	5

FOOT-NOTE.—Train No. 65 will have right of track to Fruitvale against Train No. 64 until 8.00 p. m.

FOOT-NOTE.—Train No. 77 will have right of track to Fruitvale against Train No. 76 until 1.15 a. m.

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This is the shortest allowance of time moving between above stations that can be used in compliance with the ordinance, and it does not include dead time standing at stations.

Between **Oakland Pier and Bay Street and Fallon Street and Fruitvale** the track is **NOT through any public street**, and the speed will need to be as great as is practicable, care being taken to slow down to twenty-two miles an hour going over the crossing at the water tank at East Oakland and crossing Park Avenue at Twenty-third Avenue station.

Under the provisions of an amended city ordinance trains in Seventh Street must not meet between a point **one hundred feet west** of the **westerly** line of Washington Street and **one hundred feet east** of the **easterly** line of Broadway. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary for one train to pass by another within these limits, only one train may be moved at a time.

Under the provisions of a city ordinance flagmen have been placed at Webster, Franklin, Broadway, Washington and Market Streets, and Park or Twenty-third Avenue. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flagman's signal cannot be seen trains must run with greater care.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — ——— —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Alameda. Local Trains.

FROM SAN FRANCISCO.

441 — Daily.	439 — Sunday Only.	437 — Daily.	435 — Sunday Only.	433 — Daily, Ex. Sun.	431 — Daily.	429 — Sunday Only.	427 — Daily.	425 — Sunday Only.	423 — Daily.	421 — Sunday Only.	419 — Daily, Ex. Sun.	417 — Daily.	415 — Daily, Ex. Sun.	413 — Daily.	411 — Daily, Ex. Sun.	409 — Daily.	407 — Daily, Ex. Sun.	405 — Sunday Only.	403 — Daily, Ex. Sun.	401 — Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 3, November 14, 1893.
P M LV	P M LV	P M LV	P M LV		NOON LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV		A M LV			
2.00	1.30	1.00	12.30	.....	12.00 PM	11.30	11.00	10.30	10.00	9.30	9.30	9.00	8.30	8.00	7.30	7.00	6.30	.....	6.00	.....	*0.00*	....San Francisco ..... Steamer.
																						4.50
2.18	1.48	1.18	12.48	.....	12.18	11.48	11.18	10.48	10.18	9.48	9.48	9.18	8.48	8.18	7.48	7.18	6.48	.....	6.18	.....	*4.50*	....Oakland Pier .....
9	9			7	7	7		7			8	7	8	7	8	7	8		7	8		Week-day run.
2.24	1.54	1.24	12.54	No Cars, Engine only.	12.24	11.54 PM	11.24	10.54	10.24	9.54	9.54	9.24	8.54	8.24	7.54	7.24	6.54	A M LV 6.24	6.24	A M LV 5.54	*4.50*	....Oakland Pier ..... Via First Street.
																						3.15
2.31	2.01	1.31	1.01	.....	12.31	12.01	11.31	11.01	10.31	10.01	10.01	9 31	9.01	8.31	8.01	7.31	7.01	No Cars, Engine only. 6.31	6.31	No Cars, Engine only. 6.01	*7.65*	....First St .....
				PM LV																		3.48
2.45	2.15	1.45	1.15	12.45	12.45	12.15	11.45	11.15	10.45	10.15	10.15	9.45	9.15	8.45	8.15	7.45	7.15	A M AR 6.45	6.45	A M AR 6.15	*11.13*	....Alameda .....
																						1.09
P M AR	P M AR	P M AR	P M AR	12.50 P M AR	P M AR	P M AR	A M AR	A M AR	A M AR	A M AR	10.20 A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	*12.22*	....Fruitvale .....
9	7	9	7		9	7	9	7	9	7		8		8		8		8				Sunday run.

471 — Daily.	469 — Daily.	467 — Daily.	465 — Daily.	463 — Daily.	461 — Daily.	459 — Daily.	457 — Daily	455 — Daily.	453 — Daily.	451 — Daily.	449 — Daily.	447 — Daily.	445 — Daily.	443 — Sunday Only.		
A M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
12.15	11.15	10.05	9.00	8.00	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	3.00	2.30	*0.00*	....San Francisco ..... Steamer.
																4.50
12.33	11.33	10.23	9.18	8.18	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	3.18	2.48	*4.50*	....Oakland Pier .....
10	10	10	10	10	8	10	9	8	10	9	8	10	9			Week-day run.
12.38	11.38	10.28	9.24	8.24	7.24	6.54	6.24	5.54	5.24	4.54	4.24	3.54	3.24	2 54	*4.50*	....Oakland Pier ..... Via First Street.
																3.15
12.45	11.45	10.35	9.31	8.31	7.31	7.01	6.31	6.01	5.31	5.01	4.31	4.01	3.31	3.01	*7.65*	....First St .....
																3.48
12.59	11.59	10.49	9.45	8.45	7.45	7.15	6.45	6.15	5.45	5.15	4.45	4.15	3.45	3.15	*11.13*	....Alameda .....
	P M AR	P M AR	P M AR	P M AR		P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR		1.09
1.05	.....	.....	.....	.....	7.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	*12.22*	....Fruitvale .....
A M AR					P M AR											
10	10	10	10	10	8	10	9	8	10	9	8	10	9	7		Sunday run.

Trains Nos. **1-402**, Trains Nos. **3-404** on Sunday, and Trains Nos. **471-76**, will take two trains of cars between East Oakland and Alameda.

The crossing of the Santa Cruz Division at First Street and Webster Street, also the Alice Street Bridge, is protected by signals. See Sections 90 and 91, Rules Governing Signaling in Oakland, and be governed by them.

On double track, if a train has come to a stop or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via First Street will give one long and three short blasts of the whistle, thus, ——— — — —. At all road crossings, public or private, and at stations, the bell must be rung.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour. It will therefore be necessary to slow down to twenty-two miles per hour crossing Peralta Street, and when running between Market Street and Harrison Street on First Street.

Under the provisions of a city ordinance flagmen have been placed at Webster Street, Franklin Street, Broadway and Market Street. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flag signal cannot be seen trains must run with greater care.

By ordinance, trains are prohibited from meeting between a point **one hundred feet west** of the **westerly** line of Washington Street and **one hundred feet east** of the **easterly** line of Broadway, Oakland. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary to get one train by another within these limits, only one train must be moved at a time.

WESTERN DIVISION: San Francisco and Fruitvale, via Alameda. Local Trains.

TIME TABLE No. 3, November 14, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.	402 Daily, Ex. Sun.	404 Daily.	406 Daily, Ex. Sun.	408 Daily.	410 Daily, Ex. Sun.	412 Daily.	414 Daily, Ex. Sun.	416 Daily.	418 Daily, Ex. Sun.	420 Sunday Only.	422 Daily.	424 Sunday Only.	426 Daily.	428 Sunday Only.	430 Daily.	432 Sunday Only.	434 Daily, Ex. Sun.	436 Daily.	438 Sunday Only.	440 Daily.	442 Sunday Only.
....San Francisco ..... Steamer.	12.22	A M AR 6.15	A M AR 6.45	A M AR 7.15	A M AR 7.45	A M AR 8.15	A M AR 8.45	A M AR 9.15	A M AR 9.45	A M AR 10.15	A M AR 10.15	A M AR 10.45	A M AR 11.15	A M AR 11.45	P M AR 12.15	P M AR 12.45	P M AR 1.15	.....	P M AR 1.45	P M AR 2.15	P M AR 2.45	PM AR 3.15
4.50															P M							
....Oakland Pier	7.72	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	9.55	10.25	10.55	11.25	11.55	12.25	12.55	.....	1.25	1.55	2.25	2.55
Week-day run.		8	7	8	7	8	7	8	7	8		7		7		7		9	9		9	
....Oakland Pier ..... Via First Street.	7.72	5.49	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	9.49	10.19	10.49	11.19	11.49	12.19	12.49	No Cars, Engine only.	1.19	1.49	2.19	2.49
3.15																						
....First St	4.57	5.41	6.11	6.41	7.11	7.41	8.11	8.41	9.11	9.41	9.41	10.11	10.41	11.11	11.41	12.11 P M	12.41	.....	1.11	1.41	2.11	2.41
3.48																		PM AR				
....Alameda	1.09	5.28	5.58	6.28	6.58	7.28	7.58	8.28	8.58	9.28	9.28	9.58	10.28	10.58	11.28	11.58	12.28	12.58	12.58	1.28	1.58	2.28
1.09				A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV		A M LV	A M LV	A M LV	A M LV	A M LV	P M LV		P M LV	P M LV	P M LV	P M LV
....Fruitvale	0.00	5.20	5.50	.....	.....	.....	.....	.....	.....	.....	9.20	.....	.....	.....	.....	.....	.....	12.52	.....	.....	.....	.....
Sunday run.		A M LV	A M LV 8		8		8		8		A M LV 7	8	7	9	7	9	7	P M LV	9	7	9	7

	DISTANCE FROM FRUITVALE.	444 Daily.	446 Daily. Ex. Sun.	448 Sunday Only.	450 Daily.	452 Daily.	454 Daily.	456 Daily.	458 Daily.	460 Daily.	462 Daily.	464 Daily	466 Daily.	468 Daily.	470 Daily.	472 Daily.
....San Francisco ..... Steamer.	12.22	P M AR 3.45	P M AR 4.15	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	P M AR 8.45	P M AR 9.45	PM AR 10.50	MIDN. AR 12.00	.....
4.50															MIDN.	
....Oakland Pier	7.72	3.25	3.55	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	8.25	9.25	10.30	11.40	.....
Week-day run.		9	8		9	10	8	9	10	8	9	10	10	10	10	10
....Oakland Pier ..... Via First Street.	7.72	3.19	3.49	3.49	4.19	4.49	5.19	5.49	6.19	6.49	7.19	8.19	9.19	10.19	11.30	A M AR 12.20
3.15																
....First St	4.57	3.11	3.41	3.41	4.11	4.41	5.11	5.41	6.11	6.41	7.11	8.11	9.11	10.11	11.22	12.11
3.48																A M
....Alameda	1.09	2.58	3.28	3.28	3.58	4.28	4.58	5.28	5.58	6.28	6.58	7.58	8.58	9.58	11.08	12.00
1.09		P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	MID. LV
....Fruitvale	0.00	.....	3.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunday run.		9	P M LV	7	9	10	8	9	10	8	9	10	10	10	10	10

Trains Nos. **1-402**, Trains Nos. **3-404** on Sunday, and Trains Nos. **471-76**, will take two trains of cars between East Oakland and Alameda.

The crossing of the Santa Cruz Division at First Street and Webster Street, also the Alice Street Bridge, is protected by signals. See Sections 90 and 91, Rules Governing Signaling in Oakland, and be governed by them.

On double track, if a train has come to a stop or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via First Street will give one long and three short blasts of the whistle, thus, ——— - - - . At all road crossings, public or private, and at stations, the bell must be rung.

Under the provisions of a city ordinance, the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour. It will therefore be necessary to slow down to twenty-two miles per hour crossing Peralta Street, and when running between Market Street and Harrison Street on First Street.

Under the provisions of a city ordinance, flagmen have been placed at Webster Street, Franklin Street, Broadway and Market Street. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flag signal cannot be seen trains must run with greater care.

By ordinance, trains are prohibited from meeting between a point **one hundred feet west** of the **westerly** line of Washington Street and **one hundred feet east** of the **easterly** line of Brodway, Oakland. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary to get one train by another within these limits, only one train must be moved at a time.

WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

FROM SAN FRANCISCO.

241	239	237	235	233	231	229	227	225	223	221	219	217	215	213	211	209	207	205			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 3, November 14, 1893.
Sunday Only.	Daily. Foot-note.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily.	Daily, Ex. Sun.	Sunday Only.	Daily, Ex. Sun.				
P M LV	P M LV	P M LV	P M LV	P M LV	NOON LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV		A M LV				
2.30	2.00	1.30	1.00	12.30	12.00	11.30	11.00	10.30	10.00	9.30	9.00	8.30	8.00	7.30	7.00	6.30	.....	6.00	.....	.....	0.00	....San Francisco
2.48	2.18	1.48	1.18	12.48	P M 12.18	11.48	11.18	10.48	10.18	9.48	9.18	8.48	8.18	7.48	7.18	6.48	.....	6.18	.....	.....	4.50	4.50 ....Oakland Pier
	13		13		13		13		13	12	11	13	12	11	13	12		11				Week-day run.
2.55	2.25	1.55	1.25	12.55	12.25	11.55	11.25	10.55	10.25	9.55	9.25	8.55	8.25	7.55	7.25	6.55	A M LV 6.25	6.25	.....	.....	4.50	....Oakland Pier
3.05	2.35	2.05	1.35	1.05	12.35	P M 12.05	11.35	11.05	10.35	10.05	9.35	9.05	8.35	8.05	7.35	7.05	6.35	6.35	.....	.....	7.96	3.46 ....Shell Mound
3.20	Foot-note } 2.50 }	2.20	1.50	1.20	12.50	12.20	11.50	11.20	10.50	10.20	9.50	9.20	8.50	8.20	7.50	7.20	6.50	6.50	.....	.....	11.86	3.90 ....Berryman
P M AR 11	P M AR 12	P M AR 13	P M AR 11	P M AR 12	P M AR 13	P M AR 11	A M AR 12	A M AR 13	A M AR 11	A M AR 12	A M AR 13	A M AR	A M AR 13	A M AR	A M AR 13	A M AR	A M AR 13	A M AR				Sunday run.

No Cars, Engine only.

341	339	337	335	333	331	329	327	325	323	321	319	317	315	313	311	309		305	303	301		
Daily.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.		Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.		
P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV		A M LV	A M LV	A M LV		
3.06	2.36	2.06	1.36	1.06	12.36	12.06	11.36	11.06	10.36	10.06	9.36	9.06	8.36	8.06	7.36	7.06	.....	6.36	6.06	5.36	7.96	....Shell Mound
3.20	2.50	2.20	1.50	1.20	12.50	12.20	11.50	11.20	10.50	10.20	9.50	9.20	8.50	8.20	7.50	7.20	.....	6.50	6.20	5.50	10.42	2.46 ....West Berkeley
P M AR 17	P M AR 16	P M AR 16	P M AR 16	P M AR 16	P M AR 16	P M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16	A M AR 16		A M AR 16	A M AR 16	A M AR 16		Daily run.

No. S. F. connection on week days.

No. S. F. connection on Sunday.

No. 1 connects.

No. 1 connects.

No. 1 connects.

FOOT-NOTE.—Train No. 239 will have right of track to Berryman against Train No. 242 until 3.00 P. M.

On Saturday, the engine arriving on Train No. **262** will go direct to roundhouse, and the crew be dismissed. On other days it will go direct to Berryman as Train No. **261**, running with great care through all stations, especially Sixteenth Street and Berkeley. It must keep out of the way of Train No. **263**, following, and the enginemen must be prepared to protect themselves if necessary.

Should the train from San Francisco be held at Lorin station until it is ten minutes behind its arriving time at Berryman (excepting Trains Nos. 221 and 239 on week days only, and Trains Nos. 257 and 261), it will take the opposite track and return to Oakland Pier, using care to protect itself against the overdue train from Berryman when switching to opposite track.

Between Cedar Street switches and West Berkeley, the two tracks next the bay are to be used exclusively for through trains running via San Pablo; the others (the right-hand tracks going from San Francisco) will be for use of trains on this time table.

(Continued on page 10.)

271	269	267	265	263	261	259	257	255	253	251	249	247	245	243		
Daily.	Daily.	Daily.	Daily.	Daily.	Daily. Ex. Sat.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Dai'y.		
A M LV	P M LV	P M LV	P M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
12.15	11.15	10.05	9.00	8.00	.....	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	3.00	0.00	....San Francisco
12.33	11.33	10.23	9.18	8.18	.....	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	3.18	4.50	4.50 ....Oakland Pier
15	15	15	15	15	14	14	12	15	14	12	15	14	12	15		Week-day run.
12.39	11.39	10.29	9.25	8.25	P M LV 8.22	7.25	6.55	6.25	5.55	5.25	4.55	4.25	3.55	3.25	4.50	....Oakland Pier
12.49	11.49	10.39	9.35	8.35	8.30	7.35	7.05	6.35	6.05	5.35	5.05	4.35	4.05	3.35	7.96	3.46 ....Shell Mound
1.04	A M 12.04	10.54	9.50	8.50	8.40	7.50	7.20	6.50	6.20	5.50	5.20	4.50	4.20	3.50	11.86	3.90 ....Berryman
A M AR 15	A M AR 15	P M AR 15	P M AR 15	P M AR 15	P M AR 14	P M AR 14	P M AR 12	P M AR 15	P M AR 14	P M AR 12	P M AR 15	P M AR 14	P M AR 12	P M AR 13		Sunday run.

No Cars, Engine only.

371	369	367	365	363		359	357	355	353	351	349	347	345	343		
Daily.	Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
A M LV	P M LV	P M LV	P M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
12.50	11.50	10.40	9.36	8.36	.....	7.36	7.06	6.36	6.06	5.36	5.06	4.36	4.06	3.36	7.96	....Shell Mound
1.04	A M 12.04	10.54	9.50	8.50	.....	7.50	7.20	6.50	6.20	5.50	5.20	4.50	4.20	3.50	10.42	2.46 ....West Berkeley
A M AR 17	A M AR 17	P M AR 17	P M AR 17	P M AR 17		P M AR 17	P M AR 17	P M AR 17	P M AR 17	P M AR 17	P M AR 17	P M AR 17	P M AR 17	P M AR 17		Daily run.

WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

TIME TABLE No. 3, November 14, 1893.

TOWARD SAN FRANCISCO.

	DISTANCES.	202 Daily, Ex. Sun.	204 Daily.	206 Daily, Ex. Sun.	208 Daily.	210 Daily, Ex. Sun.	212 Daily.	214 Daily, Ex. Sun.	216 Daily.	218 Daily.	220 Daily	222 Sunday Only.		226 Daily.	228 Sunday Only.	230 Daily.	232 Sunday Only.	234 Daily.	236 Sunday Only.	238 Daily.	240 Sunday Only.	242 Daily. Foot-note.
....San Francisco	11.86	A M AR 6.15	A M AR 6.45	A M AR 7.15	A M AR 7.45	A M AR 8.15	A M AR 8.45	A M AR 9.15	A M AR 9.45	A M AR 10.15	A M AR 10.45	A M AR 11.15	.....	11.45	P M AR 12.15	P M AR 12.45	P M AR 1.15	P M AR 1.45	P M AR 2.15	P M AR 2.45	P M AR 3.15	P M AR 3.45
4.50															P M							
....Oakland Pier	7.36	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	.....	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55	3.25
Week-day run ☞			11	12	13	11	12	13	11	12	13	11				13		13		13		12
....Oakland Pier	7.36	5.48	6.18	6.48	7.18	7.48	8.18	8.48	9.18	9.48	10.18	10.48	.....	11.18	11.48	12.18	12.48	1.18	1.48	2.18	2.48	3.18
3.46																						
....Shell Mound	3.90	5.36	6.06	6.36	7.06	7.36	8.06	8.36	9.06	9.36	10.06	10.36	.....	11.06	11.36	12.06	12.36	1.06	1.36	2.06	2.36	3.06
3.90																P M						Foot-note
....Berryman	0.00	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	.....	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55
Sunday run ☞		A M LV	A M LV 13	A M LV	A M LV 13	A M LV	A M LV 13	A M LV	A M LV 13	A M LV 11	A M LV 13	A M LV 12		A M LV 11	A M LV 13	A M LV 12	P M LV 11	P M LV 13	P M LV 12	P M LV 11	P M LV 13	P M LV 12

		302 Daily, Ex. Sun.	304 Daily.	306 Daily, Ex. Sun.	308 Daily.	310 Daily, Ex. Sun.	312 Daily.	314 Daily, Ex. Sun.	316 Daily.	318 Daily.	320 Daily.	322 Sunday Only.	324 Daily, Ex. Sun.	326 Daily.	328 Sunday Only.	330 Daily.	332 Sunday Only.	334 Daily.	336 Sunday Only.	338 Daily.	340 Sunday Only.	342 Daily.
....Shell Mound	2.46	A M AR 5.35	A M AR 6.05	A M AR 6.35	A M AR 7.05	A M AR 7.35	A M AR 8.05	A M AR 8.35	A M AR 9.05	A M AR 9.35	A M AR 10.05	A M AR 10.35	No S. F. connect'n	A M AR 10.35	A M AR 11.05	A M AR 11.35	P M AR 12.05	P M AR 12.35	P M AR 1.05	P M AR 1.35	P M AR 2.05	P M AR 2.35	P M AR 3.05
2.46																	P M						
....West Berkeley	0.00	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25		10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55
Daily run ☞		A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16	A M LV 16		A M LV 16	A M LV 16	A M LV 16	P M LV 16	P M LV 16	P M LV 16	P M LV 16	P M LV 16	P M LV 16	P M LV 17

		244 Daily.	246 Daily.	248 Daily.	250 Daily.	252 Daily.	254 Daily.	256 Daily.	258 Daily.		262 Daily.	264 Daily.	266 Daily.	268 Daily.	270 Daily.		
....San Francisco	11.86	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	.....	P M AR 8.45	P M AR 9.45	P M AR 10.50	Midn. AR 12.00	.....	.....	
4.50														MIDN.			
....Oakland Pier	7.36	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	.....	8.25	9.25	10.30	11.40	.....	.....	
Week-day run ☞		14	15	12	14	15	12	14	15		14	15	15	15		15	
....Oakland Pier	7.36	3.48	4.18	4.48	5.18	5.48	6.18	6.48	7.18	.....	8.20	9.20	10.20	11.31	No Cars, Engine only.	AM AR 12.30	.....
3.46																	
....Shell Mound	3.90	3.36	4.06	4.36	5.06	5.36	6.06	6.36	7.06	.....	8.06	9.06	10.06	11.16		12.20	.....
3.90																	
....Berryman	0.00	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	.....	7.55	8.55	9.55	11.05		12.10	.....
Sunday run ☞		P M LV 14	P M LV 15	P M LV 12	P M LV 14	P M LV 15	P M LV 12	P M LV 14	P M LV 15		P M LV 14	P M LV 15	P M LV 15	P M LV 15		A M LV 15	

		344 Daily.	346 Daily.	348 Daily.	350 Daily.	352 Daily.	354 Daily.	356 Daily.	358 Daily.	360 Daily.	362 Daily.	364 Daily.	366 Daily.	368 Daily.	370 Daily.		
....Shell Mound	2.46	P M AR 3.35	P M AR 4.05	P M AR 4.35	P M AR 5.05	P M AR 5.35	P M AR 6.05	P M AR 6.35	P M AR 7.05	No S. F. connect'n	P M AR 7.35	P M AR 8.05	P M AR 9.05	P M AR 10.05	P M AR 11.15	No S. F. connect'n	A M AR 12.20	.....
2.46																		
....West Berkeley	0.00	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55		7.25	7.55	8.55	9.55	11.05		12.10	.....
Daily run ☞		P M LV 17	P M LV 17	P M LV 17	P M LV 17	P M LV 17	P M LV 17	P M LV 17	P M LV 17		P M LV 17	P M LV 17	P M LV 17	P M LV 17	P M LV 17		A M LV 17	

FOOT-NOTE.—Train No. 239 will have right of track to Berryman against Train No. 242 until 3.00 P. M.

On Saturday, the engine arriving on Train No. **262** will go direct to roundhouse, and the crew be dismissed. On other days it will go direct to Berryman as Train No. **261**, running with great care through all stations, especially Sixteenth street and Berkeley. It must keep out of the way of train No. **263**, following, and the enginemen must be prepared to protect themselves if necessary.

Should the train from San Francisco be held at Lorin station until it is ten minutes behind its arriving time at Berryman (excepting Trains Nos. 221 and 239 on week days only, and Trains Nos. 257 and 261), it will take the opposite track and return to Oakland Pier, using care to protect itself against the overdue train from Berryman when switching to opposite track.

Between Cedar Street switches and West Berkeley, the two tracks next the bay are to be used exclusively for through trains running via San Pablo; the others (the right-hand tracks going from San Francisco) will be for use of trains on this time table.

(Continued on page 10.)

(Continued from page 8.)

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time. At Shell Mound Station the east-bound train will have the preference; at other stations on double track east of Shell Mound the west-bound train will have the preference.

When using the whistle, trains running via Shell Mound will give two short and one long blasts of the whistle, thus, — — ——. At all road crossings, public and private, the bell must be rung.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to twenty-two miles per hour between Bay Street and the west end of the fill near Dalton's Foundry, on Cedar Street.

Under the provisions of the said ordinance a flagman has been placed at Goss Street. Enginemen will watch carefully for signals from the flagman when crossing that street. When the flag signal cannot be seen trains must run with greater care.

(Continued from page 9.)

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time At Shell Mound Station the east-bound train will have the preference; at other stations on double track east of Shell Mound the west-bound train will have the preference.

When using the whistle, trains running via Shell Mound will give two short and one long blasts of the whistle, thus, — — ——. At all road crossings, public and private, the bell must be rung.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to twenty-two miles per hour between Bay Street and the west end of the fill near Dalton's Foundry, on Cedar Street.

Under the provisions of the said ordinance a flagman has been placed at Goss street. Enginemen will watch carefully for signals from the flagman when crossing that street. When the flag signal cannot be seen trains must run with greater care.

SPECIAL RULES.

OAKLAND (SEVENTH STREET) LINE.

At East Oakland trains will be tied up as below: Train No. 60 on Park track; Train No. 74 on the passing track; Train No. 78 on the middle spur.

In the morning engine crews will take out engines tied up on runs of previous day as below: *On week days*, run 1, engine of run 6; run 2, engine of run 5; run 3, engine of run 4. *On Sunday*, run 1, engine of run 5; run 2, engine of run 6; run 3, engine of run 4.

Engines will be changed at the Pier on arrival of trains as below: *On week days*, Trains Nos. 2, 4, 30, 34 and 38. *On Sunday*, Trains Nos. 4, 8, 30, 34 and 38.

ALAMEDA LINE.

At East Oakland trains will be sidetracked as follows: Trains Nos. 22 and 64 on south spur track; Train No. 76 on local main line, opposite the depot.

In the morning crews will take out engines tied up on runs of previous day as below: Run 7, engine of run 10; run 8, engine of run 9.

Engines will be changed as below: *On week days*, at the Pier, on arrival of Train No. 430. The crew on Train No. 401 will change engines at the roundhouse. The crew of run 10 will bring engine to the Pier in time to take out Train No. 447. *On Sunday*, the crew of run 9 will bring engine to the Pier in time to take out Train No. 423, relieving the crew and engine on run 8. The crew of run 8 will bring engine to the Pier in time to take out Train No. 449, relieving the crew of run 7. Crew of run 10 will bring engine to the Pier in time to take out Train No. 447. On Train No. 405 crew will change engines at the roundhouse.

BERKELEY LINE.

At Berryman, trains will be sidetracked as follows: *On week days*, Trains Nos. 221 and 271 on the west spur; Train No. 257 on middle spur; Train No. 269 on main track in front of the depot. *On Sunday*, Train No. 257 on middle spur; Train No. 269 on west spur; and Train No. 271 on main track in front of depot.

On Sunday, Train No. 204 will take out the cars left on main track in front of the depot by Train No. 269 the night before.

In the morning, crews will take out engines tied up on runs of the previous day as below: *On week days*, run 11, engine of run 12; run 12, engine of run 15; run 13, engine of run 14. *On Sunday*, run 11, engine of run 12; run 13, engine of run 15.

Engine changes at Pier will be made as below: *On week days*, on arrival of Trains Nos. 204 and 238. The crew of engine on run 15 will bring engine from the roundhouse in time to go out on Train No. 243. *On Sunday*, change will be made on arrival of Train No. 204. On arrival of Trains Nos. 238 and 240 crews will take engines to the roundhouse to change, and return in time to go out on Trains Nos. 241 and 243 respectively. Crew of engine on run 12 will bring engine from the roundhouse in time to go out on Train No. 221.

Conductors and enginemen may run their trains into terminal stations, regardless of themselves as running opposing trains originating at said stations.

For uniformity in signals, where double-end engines are used: After the engine has been coupled onto the train ready to leave at either terminal of run, until it is detached at the other terminal, the engine should be considered on head-end, and signals given accordingly, regardless of direction in which engine is headed. While switching at terminals, signals should be according to the way engine is headed.

The small figures in each column denote the number of the run week days or Sunday, and all runs will change daily, going from a higher to the next lower number, except runs Nos. 16 and 17, which will change on Sunday.

When from any cause a crew finds itself on a run not assigned to it for the day, under the foregoing rule, they will continue on that run until it is finished or they receive orders to the contrary.

Main tracks from the depot at Oakland Pier will be numbered 1, 2, 3 and 4, commencing with the north track as No. 1.

Trains running via Seventh Street to Oakland, and trains running via Shell Mound, also main-line trains of the Port Costa Line, will leave Oakland Pier on track No. 2. Trains running to Alameda via First Street, also main-line trains of the Livermore Line, will leave Oakland Pier on track No. 4. Trains running via Shell Mound, also main-line trains of the Port Costa Line, will arrive at Oakland Pier on track No. 1. Trains from Oakland via Seventh Street, trains from Alameda via First Street, also main-line trains of the Livermore Line, will arrive at Oakland Pier on track No. 3. While these trains are running upon the same track, the ten-minute provision in Rules 88 and 89 may be disregarded; *but all trains must be kept well in hand and moved with great care*, subject to Rules governing Signaling in Oakland. Be prepared to promptly protect both front and rear of trains.

OBSERVE: Trains on Seventh Street will run on left-hand track; but on all other double track they will run on right-hand track.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop when wheels are found sliding. Enginemen must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.